

PM Conformity Hot Spot Analysis – Project Summary for Interagency Consultation

Project Description <i>from TIP, RTP, and/or project documents</i>					MPO ID#: ORA052				
(FTCS) TOLL ROAD (I-5 TO OSO PKWY) (16 MI) 2 MF EA. DIR BY 2010; AND 1 ADDITIONAL M/F EA. DIR. PLS CLMBNG & AUX LANES AS REQ BY 2020 PER SCAG/TCA MOU 4/05/01									
Type of project <i>see list below</i> EXTENSION OF STATE HIGHWAY/ TOLL ROAD (RTE 241)									
County: ORANGE SAN DIEGO			Narrative Location/Route & Postmiles: RTE 241, BEGIN 3.7 END 14.4 RTE 241, BEGIN 0.0 END 5.5 Caltrans Projects – EA#: 111020						
Lead Agency: TCA (FOOTHILL-EASTERN TRANSPORTATION CORRIDOR AGENCY)									
Contact Person MACIE CLEARY MILAN			949/754-3483		949/754-3491		Email CLEARY@SJHTCA.COM		
Decision Desired <i>Check appropriate box below</i>									
PM2.5				MAYBE Project of Air Quality Concern		X		NOT Project of Air Quality Concern	
PM10				MAYBE Project of Air Quality Concern		X		NOT Project of Air Quality Concern	
Federal Action for which PM Analysis is Needed <i>Check appropriate box and describe in Comments below</i>									
<input type="checkbox"/> CE		<input type="checkbox"/> EA or Draft EIS		<input checked="" type="checkbox"/> X		<input type="checkbox"/> FONSI or Final EIS		<input type="checkbox"/> PS&E or Construction	
								<input type="checkbox"/> Other	
Scheduled Date of Federal Action: 6 –7/06									
Current Programming Dates <i>as appropriate</i>									
		PE/Environmental		ENG		ROW		CON	
Start		PHASE 1		ONGOING		06/07		07/08	
End		PHASE 1		07/08		06/07		09/10	
Project Purpose and Need (Summary): <i>Attach additional sheets as necessary</i> As stated in the adopted purpose and need statement, the purpose of the FTCS Preferred Alternative is to provide transportation infrastructure improvements that would help alleviate future traffic congestion and accommodate the need for mobility, access, goods movement and future traffic demands on I-5 and the arterial network in the study area. Transportation infrastructure improvements are necessary to address needs for mobility and projected freeway capacity deficiencies and arterial congestion in south Orange County. Freeway capacity deficiencies and arterial congestion are anticipated as a result of projected traffic demand, which would be generated by projected increases in population, employment, housing and intra- and inter-regional travel estimated by SCAG and SANDAG. The project would improve the projected future LOS and reduce the amount of congestion and delay on the freeway system and, as a secondary objective, the arterial network, in southern Orange County.									
Surrounding Land Use/Traffic Generators The study area for the FTCS Preferred Alternative encompasses the southeast part of Orange County and the northernmost part of San Diego County, and ten cities bordering or in the vicinity of Interstate 5 (I-5) between its confluence with I-405 in central Orange County and its intersection with Basilone Road in San Diego County. The total number of residents in south Orange County in 2000 was 481,900; this is forecast to increase to 627,568 residents in 2025. The total number of employees in south Orange County is forecast to increase from 207,193 employees in 2000 to 304,938 employees in 2025. The FTCS Preferred Alternative is designed to help provide adequate circulation infrastructure to future residents, businesses, and intra- and inter-regional travelers on existing facilities, including I-5, Oso Parkway, Antonio Parkway and Avenida Pico, in south Orange County.									

LOS, AADT, % trucks, truck AADT of proposed facility (opening year) LOS B: 39,500 AADT, LESS THAN 4% TRUCK TRAFFIC, 1,580 TRUCKS/DAY ON HEAVIEST SEGMENT IN 2010

LOS, AADT, % trucks, truck AADT of proposed facility (RTP horizon year) LOS D: 58,000 AADT, 4% TRUCK TRAFFIC, 2,320 TRUCKS/DAY ON HEAVIEST SEGMENT IN 2025

If facility is interchange(s) or intersection(s), cross-street AADT, % trucks, truck AADT (opening year): N/A

If facility is interchange(s) or intersection(s), cross-street AADT, % trucks, truck AADT (RTP horizon year): N/A

Describe potential traffic redistribution effects of congestion relief

Traffic and emissions modeling for the Preferred Alternative demonstrates congestion relief and associated emission reductions within the region and South Orange County study area. While the Preferred Alternative will result in a very small increase in regional VMT (i.e., 14,981 vehicle miles per day in comparison to the 421,712,541 miles projected for the region), arterial road traffic will decrease substantially more (i.e., 386,398 miles per day). Traffic will be removed from arterial road intersections where congestion could otherwise contribute to PM₁₀ or PM 2.5 hot spots.

Comments/Explanation/Details

Attach additional sheets as necessary; include narrative reason why POAQC or Not POAQC decision is appropriate

The Foothill Transportation Corridor South Preferred Alternative does not fall within the category of "new or expanded highway projects that have a significant number of or significant increase in diesel vehicles." The March 2006 conformity rule and FHWA guidance indicate that a new transportation facility with 8% or more diesel truck traffic, or more than 10,000 average daily truck trips, would warrant a PM 10 or PM 2.5 hot spot analysis. In contrast, the SOCTIIP Preferred Alternative's diesel truck traffic component is estimated to be less than 4% for all years through 2025. The highest projected traffic volume segment on the FTC-South is just south of Oso Parkway, with 58,000 ADT in 2025. At 4% trucks, the highest level of trucks on any segment of the facility would be 2,320 average daily trips, not all of which are diesel. This level of truck traffic is more than 75% below the 10,000 ADT indicator discussed in the FHWA conformity guidance. Further, the Preferred Alternative does not add significant diesel truck traffic or vehicle traffic to any intersection with a Level of Service D, E or F, another indicator of the need for a qualitative PM 10 and PM 2.5 hot spot analysis. Finally, the Preferred Alternative does not impact a PM 10 or PM 2.5 area of violation, or possible area of violation, identified in the applicable SIP.

TYPE OF PROJECT:

New state highway; Change to existing state highway
New regionally significant street; Change to existing regionally significant street
New interchange; Reconfigure existing interchange
Intersection channelization
Intersection signalization
Roadway realignment
Bus, rail, or inter-modal facility/terminal/transfer point
Truck weight/inspection station
At or affects location identified in the SIP as a site of actual or possible violation of NAAQS

REFERENCE:

Criteria for Projects of Air Quality Concern (40 CFR 93.123(b)(1)) – PM₁₀ and PM_{2.5} hot spots

- (i) *New or expanded highway projects that have a significant number of or significant increase in diesel vehicles;*
- (ii) *Projects affecting intersections that are at Level-of-Service D, E, or F with a significant number of diesel vehicles, or those that will change to Level-of-Service D, E, or F because of increased traffic volumes from a significant number of diesel vehicles related to the project;*
- (iii) *New bus and rail terminals and transfer points that have a significant number of diesel vehicles congregating at a single location;*
- (iv) *Expanded bus and rail terminals and transfer points that significantly increase the number of diesel vehicles congregating at a single location; and*
- (v) *Projects in or affecting locations, areas, or categories of sites which are identified in the PM₁₀ or PM_{2.5} applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation.*